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My name is Bill Ramsey. I operate the Human Rights Action Service here in St. Louis. It is a network of over 400 subscribers. From 1975 to 1997 I worked, with the exception ~~an~~ of one year, for the American Friends Service Committee in Atlanta and here in St. Louis.

I have no specific expertise related to the storage and transportation of nuclear waste. I do have the experience of initiating in 1978 which attempted to address the nuclear transportation issue through a democratic process. In that year I conducted a community-based research project on the transportation of radioactive components to and from and between nuclear weapons facilities in the Southeast. In the fall of that year the American Friends Service Committee established the Nuclear Cargo Transportation Project and we hire staff with more technical skills and began to address the transportation of both civilian and military nuclear materials.

In 1979 in the wake of the Three-Mile Island Accident this project found ground-swell of active interests on the part of city, county and state governments, fire departments, hospitals, and emergency service personnel. The concerns that the project addressed included the issue of municipal and state government notification, the adequacy of testing procedures, training of emergency personnel and most fundamentally the issue of the consent of the governed. The AFSC project helped to coordinate an effort that by the spring of 1980 had produced ordinances banning and restricting the transportation of radioactive materials in, if my memory ~~services~~ ^{services} me right, over 200 communities.

1 I believe that this process of democracy should have been received by the Department of Energy and the Department of Transportation as sign the questions surrounding the transportation of nuclear materials needed to be answered before any more nuclear waste or components was created or transported. The only appropriate response to this democratic ground-swell would have been to declare a moratorium on production of any further nuclear waste. Instead the DOT preempted the ordinances and the DOE continued to allow the production of nuclear waste and weapons.

1 continued Here, we are 20 years later with much more waste on our hands and with no clearer idea of how to deal with it safely. The DOE and the DOT preempted a democratic process that could have created the public will and resources to hold those corporations who have profited from the production of nuclear waste accountable for the social, economic, and environmental consequences of their actions. Instead, we are here today examining a proposal whose consequences have not been fully explored and which comes to us - top down - from the very agencies that refused to hear the will of the people two decades ago.

January 20, 2000 St. Louis, MO.